DARcorporation News

July 2017

July 24-30, 2017 - Oshkosh, WI

EAA AirVenture 2017 is less than 2 weeks away. Grab some shade in Hangar C and come see us. We are at the south end of the hangar (booth #3159), just inside of the Celebration Way entrance on your right.

Airplane Design is our Business!

DARcorporation has worked on over 400 aerospace projects. Visit our booth to learn how we can lend our experience and expertise to make your project a success!

In addition to our consulting services, we will be showcasing our newest version of **Advanced Aircraft Analysis (AAA)**. Ask for a demonstration at our booth!

DARcorporation Forum Presentation

Dorsal Fin to Avoid Loss-of-Control
Presented by: Dr. Willem Anemaat
When: July 24 at 8:30am
Where: Forum Stage 11
Learn how a dorsal fin can significantly increase the safety of your airplane by preventing loss-of-control. Please join us!

DragShield by DARcorporation

DARcorporation has entered the 2017 Tech Briefs Create the Future contest with the DragShield, patent-pending.

The DragShield is an aerodynamic device that attaches to the rear of pickup truck cabs and reduces the drag experienced by the truck. This reduction in drag increases fuel economy and saves consumers in fuel expenses!

Vote for the DragShield in the popular vote:

1. Register on the Create the Future Website
2. Confirm registration in your e-mail
3. Log in on top and vote for us below the video!

Coming Soon: Advanced Aircraft Analysis 3.8!

Several New Features in AAA 3.8:

- Automatic notes can be added to calculated variables and automatic date + initials can be added to input variables.
- The aerodynamic center can be plotted with the C.G. location.
- A module for airfoil aerodynamic characteristics has been added where airfoil aerodynamic data can be entered and saved.
- The power and thrust required is now calculated for each climb, cruise and loiter flight segment in the mission profile.
- Propeller, engine and nacelle data has been made more specific per engine.
- Propellers, engines and nacelles can be tilted depending on the flight condition
- The landing gear X, Y and Z coordinates are flight condition dependent.
- The landing gear has been made more specific per gear instead of landing gear class (e.g. main, nose).
- Dorsal fins can be added in a v-tail configuration.
- Asymmetric thrust is automatically calculated based on the engine operating condition.

Visit our website for the complete listing of new features and additional information.

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